

WESTERN LIBERAL.

LORDSBURG, June 26, 1914.

J. B. Mills, of the Roberts & Leahy mercantile company, has gone to Los Angeles for a short vacation.

J. D. Baird, of Carthage, Illinois, arrived in town Tuesday. He represents Mrs. E. C. Hughes, and came out to look after the estate.

Seven prominent El Paso motorists were brought into court Sunday for driving their machines after dark with no tail light. They will gradually learn to be good.

J. E. Patterson returned the first of the week from El Paso, where he had been with S. M. Chase's Cadillac car. He had new gears put in, and the car is all right till the next time.

W. H. Small and family returned from their eastern trip Wednesday, glad to get back into a climate. Mr. Small is much improved in health, in fact has almost entirely recovered.

Judge McFarland was in town Tuesday from Clifton, on his way to Tucson, where he has case in the United States court. If he can get it postponed until cooler weather he intends to hike for the coast.

Last Saturday Miss Margaret Kinnon, and Horace B. Stevens, Jr., of El Paso, were married at noon, in the Episcopal church, by the Rev. Henry Easter, and took the afternoon train for Clouderoot, where they will spend their honeymoon.

Surveyor Cox was over from Silver City this week, looking over the roads in this section of the county. Mr. Cox is very anxious to get the Borderland road through this county in good shape before the fall race from El Paso to Phoenix.

The regents of Silver City normal school have elected E. M. Enloe as president of the school, in place of C. M. Light, who has been president of it since it was started. Mr. Enloe has been one of the professors in the school for many years, is thoroughly acquainted with it and its needs.

A crowd of Duncans secured a fleet of autos last Saturday and started out for a joy ride. Among them were George Couper, Page Windham, S. W. Massie, and J. L. T. Watters. They arrived in Lordsburg about dusk, took in the picture show, and got back to Duncan in time for church Sunday morning.

C. M. Burkhalter, who was with the Southern Pacific many years ago at Tucson, but who has been general agent for the company at San Francisco, for some time, resigned last week, after working for the company for 33 years. He is now on the retired list.

Jas. Casner lost a purse Tuesday containing a couple of checks for some four hundred dollars and twenty dollars in bills. He is not certain as to how the loss occurred, or whether it was a steal instead of a loss. Wednesday the purse was found north of town, with the checks in it all right, but the twenties were missing.

H. G. Humphrey, of the Highland Cattle company, arrived in town the first of the week, on company business. His first act was to engage Oscar Hunter to take charge of the ranch, in place of Pierce Rice, who recently resigned the position, to take charge, as partner with H. J. McGrath, of a bunch of cattle recently bought. Oscar Hunter spent most of his life on that range, working the same cattle, when owned by John Robson.

Delegates from the various towns on the Borderland met in Bisbee Saturday, to talk over matters of interest, and make arrangements for the El Paso-Phoenix race. It was decided to make the race a bigger event than it was last year, and efforts will be made to raise a purse of \$10,000 to be divided. If this money is raised it will be thoroughly advertised, and will bring some of the crack racers to contest for it. The long end of \$10,000 looks good to almost any automobile racer.

William M. Buckingham of Tucson, one of the best known traveling men in Arizona, dropped dead at the home of Norman Carmichael at Clifton Sunday as the result of a stroke of apoplexy. Monday his body was sent to California for burial. After dinner Carmichael and Buckingham were sitting on the porch of the residence when Buckingham complained of the heat and lay down upon the porch lounge. In a few moments he fell to the floor unconscious. He died before a doctor could reach him.

Often train No. 2 is so heavy that it goes out of town as a double header, with two engines. When this happens both railroad crossings are closed. The extra engine closes the crossing at the depot, and the Pullman cars close the west crossing. By stopping a little further west the depot crossing would be kept open, excepting while the engines were crossing it, going to and from the round house. It takes so long to unload the express that the crossings are frequently closed for ten minutes.

State Fair Premium List

The big premium list for the New Mexico State fair, at Albuquerque, OCTOBER 5-10, is now ready for distribution free to every one who will fill out the blank below and mail it at once:

Mr. THOS. BINKERT, Secretary.

N. Mex. State Fair commission.

Albuquerque, New Mexico.

Please mail the 1914 New Mexico State Fair premium list to:

Name.....

Postoffice.....

I am especially interested in the..... department.

Friday a special car went east on train two. In it were twenty Arizona prisoners, bound for the government penitentiary at Atlanta, Georgia. Two of them were A. B. Crute and C. G. Harrison, the two Southern Pacific trainmen who were convicted of robbing cars. Their sentence was for a year and a day. A number of their Lordsburg friends were at the depot to say goodbye.

The postoffice department is advertising for bids for carrying the mails between Silver City and Mogollon for the next four years, not having received bids at the first advertisement. Owing to the parcel post business between Silver City and Mogollon no one is willing to take the contract. The new advertisement provides that bids can be made for carrying first and second class mail, and other bids can be made for carrying the parcel post mail, or bids can be made for carrying all the mail.

Dr. DeMoss recently made a professional trip to Duncan. He started out in his car with his wife and when about fourteen miles out he picked up a tack with his tire, and the hole the tack made let the air out of the tire. He put in a new inner tube, and started to pump it up, and then his troubles commenced. The pump was a new one and the valves were dried out, and it would not pump. He had to leave the machine and started for town. He walked eight miles, to the Rainbolt place, where he got a horse, came into town, got a pump, and rode back to the machine. The doctor is not used to walking, and did not enjoy his trip.

R. K. Minson, passenger and freight agent of the Arizona & New Mexico road, was in town last Saturday, returning from a seance with the Interstate commission and the State corporation commission at Phoenix, he having spent ten days in that heated village. He was able to convince them that the rates, both passenger and freight, charged by the Arizona and New Mexico road were fair and reasonable, consequently no changes will be ordered. Incidentally it was brought out that this road had the smallest earnings per mile, about four thousand dollars, of any road in the state. The biggest earner per mile is an ore hauler at Ray. It is less than ten miles long, but earns over \$33,000 per mile per year, might be called a profitable line.

The 85 company's new power house is being sheathed in. It is framed of steel, and covered by sheet iron. The foundations for the new engine are all laid. The ore bins are built, and a trestle will be built to the bins from the mouth of the tunnel, which is on level with the top of the bins. The new engine is built, and was set up at the factory and Mr. Warner was invited to come down and see it running, which he did. After this inspection the engine was torn down and shipped, and is expected here next week. Two erecting engineers will come from the factory and set it up. The largest piece weighs seventeen tons, and it will be some job to haul it to the power house door, from where it will be handled by a power crane in the building. The building can be seen from the railroad, and is noticeable as it stands alone on the side of the hill.

The Tombstone Consolidated mining company was thrown into bankruptcy some years ago, and has been in the charge of a receiver since. He could not accumulate enough to pay off the debts, nor could the stockholders raise the money. Finally the court ordered the property sold. In anticipation of this the Copper Queen company sent its experts to Tombstone, and they made a thorough examination of the property. The sale was made at Tombstone, and the only bid the auctioneer got was one of \$500,000 made by Walter Douglas, the general manager of the Copper Queen company. Tombstone is a big camp and it takes big money to run it. It is an old saying that it takes a silver mine to run a gold mine, and to this might be added it takes a copper mine to furnish the means of running a silver mine. The Copper Queen can furnish enough capital to work the Tombstone mines.



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J. S. BROWN
Lordsburg, N. M.

PHONE No. 12.

Monday J. S. Brown invited the LIBERAL to take a ride in his new self starting Ford car. The starter is a coiled spring. When it is released it turns the engine over. As soon as the engine starts it winds the spring up again, ready for the next starting. When the passengers were all seated Mr. Brown pressed the button, and his engine was going quicker than any of the electric starters will start an engine. He drove a few miles east on the new road that was made last year, and found there was a wonderful change in the road since last traveling it, a couple of months ago. Then there was not a mile of good road between Lordsburg and Separ. The road was simply what was left after the road plow had made the tracks, and was soft and powdery, making a great deal of dust. The rains we have had, and the travel over the road has made it a first class road where it goes through gravel sections. There were stretches where Barney Oldfield could make ninety miles an hour, and judging by what the old road was through similar ground, it will last forever. Where the road went through adobe dirt it was not so good. In places this adobe had washed, and in no place was it as good as the gravel road. However, if the road authorities will go over this road, haul gravel on to it, just enough to fill up the tracks it will be as good as the gravel roads when packed and wet. If they would do this now it is probable that there will be enough rain this season to do the packing, and then we will have a great road for the El Paso-Phoenix race this fall. There is no place between here and the county line where gravel will have to be hauled more than a mile. The longest haul will be covering the dyke with gravel. This should have a good topping of gravel, to make it hard, and to raise it a little.

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No. 2522

REPORT OF THE CONDITION
— OF THE —

First National Bank

At El Paso, in the State of Texas, at the close of business March 4, 1914.

Resources.

Loans and discounts	\$5,030,145.96
Overdrafts, secured and unsecured	82.38
U. S. bonds to secure circulation	800,920.00
U. S. bonds to secure U. S. deposits	150,000.00
Bonds, securities, etc.	401,791.25
Banking house furniture and fixtures	38,899.49
Other real estate owned	114,777.02
Due from national banks (not reserve agents)	\$120,226.06
Due from state and private banks and bank ers, trust companies and savings banks	180,287.79
Due from approved re serve agents	1,000,226.50
Checks and other cash items	14,015.56
Exchanges for clearing houses	148,269.58
Notes of other national banks	135,635.00
Fractional paper currency, nickels and cents	1,905.67
Lawful money reserve in bank, via:	
Specie	255,432.45
Legal tender notes	50,000.00
Redemption fund with U. S. treasurer (5 per cent circulation)	40,000.00
Total	\$7,895,455.25

Liabilities.

Capital stock paid in	\$800,000.00
Surplus fund	200,000.00
Undivided profits, less expenses and taxes paid	45,756.24
National Bank Notes outstanding	771,000.00
Due to other national banks	483,641.16
Due to state & private banks and bankers	331,187.90
Due to Trust companies and savings banks	457,266.37
Due to approved re serve agents	24,879.03
Individual deposits subject to check	8,360,000.51
Time certificates of deposit	1,102,913.30
Certificates of deposit	14,564.00
Cashier's checks outstanding	64,259.59
United States deposits	124,646.49
Deposits of U. S. clearing officers	6,372.54
Total	\$7,895,455.25

State of Texas, County of El Paso, ss: I, Edgar W. Kayser, cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

EDGAR W. KAYSER, Cashier.

Subscribed and sworn to before me this 9th day of March 1914.

E. I. MILLER
Notary Public

Correct—attest: C. S. PICKRELL,
J. G. McNARY,
J. J. MUNDY,
Directors

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